Regional Growth Strategy
Regional TOD Advisory Committee
September 21, 2018
Overview

• Regional Geographies
• Transit-Oriented Development Goal
• Growth Scenarios
• Next Steps
Schedule + Process

September 6 Growth Management Policy Board
• Objectives, Geographies, Scenarios, TOD & jobs-housing balance

September 13 Land Use Technical Advisory Committee
• Technical review of inputs, assumptions, outputs

September 19, 20 RSC, Co-Chairs Working Group
• Discuss Scenarios, TOD & jobs-housing balance

September 21 Regional TOD Advisory Committee
• Discuss TOD goal

October
• Implement and review any adjustments to scenarios

November 1 Growth Management Policy Board
• Select alternatives for environmental review
2050 Forecast

1.8 million more people and 1.2 million more jobs by 2050

- 5.8 million people
- 3.4 million jobs
Regional Growth Strategy

• Aspirational, but achievable
• Growth focused in Urban Growth Areas, cities, centers
• Move towards jobs/housing balance
• Preserves and supports rural and resource lands
• Environmental, economic, transportation benefits
• Numeric guidance for targets
• Land use & transportation connection
Growing Transit Communities

Goal: Attract more of the region's residential and employment growth to high capacity transit communities.

• At least 25% of housing and 35% of employment growth in light rail corridors

• GTC 6.1. Amend plans and policies to establish transit communities as a key element of the regional growth strategy
Regional Growth Strategy Components

Regional Geographies. Groupings of places within the Regional Growth Strategy

Growth Scenarios. Concepts for how growth should be assigned. Some scenarios may become SEPA alternatives.

Screening Factors. Short list of measures to evaluate growth scenarios.
Regional Geographies

Proposal:

• Differentiate cities by regional growth centers and existing and planned high-capacity transit
  – Includes light rail, bus rapid transit, commuter rail, ferry & streetcar

• Address unincorporated urban areas with high-quality transit service
Proposed Regional Geographies

**Metropolitan Cities**

Largest cities in each county: Seattle, Bellevue, Everett, Tacoma and Bremerton

**Core Cities**

All other cities with Regional Growth Centers

**High Capacity Transit Communities**

Cities and urban areas planned for annexation with existing/planned high capacity transit
Regional Geographies

Cities and Towns
Cities and towns with local transit service or without transit

Unincorporated Urban
Urban unincorporated areas without high capacity transit and/or not planned for annexation or incorporation

Rural
Other areas located outside the Urban Growth Area

Resource Lands
Designated agricultural, forest, & mineral lands
TOD Goals
TOD Geography

Includes:

• Regional Growth Centers
• ½ mile walkshed from Light Rail, Commuter Rail, and Ferry
• ¼ mile walkshed from Bus Rapid Transit
• 115 sq mi, 73,000 acres
• Basis for developing new regional geographies, which also factor in other policy goals
# Growth Near Transit

<table>
<thead>
<tr>
<th></th>
<th>Existing (2017)</th>
<th>Change from 2017-2050</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Stay the Course</td>
</tr>
<tr>
<td>Share of Regional Population</td>
<td>19%</td>
<td>44%</td>
</tr>
<tr>
<td>Population Estimate</td>
<td>777,000</td>
<td>765,000</td>
</tr>
<tr>
<td>Share of Regional Employment</td>
<td>47%</td>
<td>60%</td>
</tr>
<tr>
<td>Job Estimate</td>
<td>1,053,000</td>
<td>698,000</td>
</tr>
</tbody>
</table>
Peer Regions

Denver: 2040 Target: 20% of housing and 45% of jobs near rapid/high capacity transit

Bay Area: prioritizes growth to multimodal Priority Development Areas (PDAs)
  • 2040 Target: 77% of housing and 55% of jobs in PDAs

Vancouver, BC: identifies “frequent transit development areas” and targets 58% of housing and 67% of jobs in these areas

Boston 2035 target: approx. 33% of housing growth and 50% of employment growth will be in transit-focused areas
Growth Near Transit

GMPB expressed interest in an ambitious goal for the Transit Focused Growth scenario.

What information or set of assumptions should inform a regional goal for growth near transit station areas?
Growth Scenarios
Preliminary Growth Scenarios

- **Stay the Course.** Extends VISION 2040 growth assumptions to 2050
- **Forward from 2017.** Resets VISION 2040 growth assumptions to 2017
- **Dispersed Urban Growth.** Distributes growth broadly across urban growth area
- **Transit Focused Growth.** Distributes more growth around high capacity transit
VISION 2040 – Stay the Course
Extends VISION 2040 growth assumptions to 2050

Population & Job Change: 2017 to 2050

<table>
<thead>
<tr>
<th>Geography</th>
<th>Share of Population Growth</th>
<th>Share of Job Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Cities</td>
<td>35%</td>
<td>44%</td>
</tr>
<tr>
<td>Core Cities</td>
<td>28%</td>
<td>36%</td>
</tr>
<tr>
<td>Transit Communities</td>
<td>17%</td>
<td>11%</td>
</tr>
<tr>
<td>Cities &amp; Towns</td>
<td>10%</td>
<td>6%</td>
</tr>
<tr>
<td>Urban Unincorporated</td>
<td>5%</td>
<td>3%</td>
</tr>
<tr>
<td>Rural</td>
<td>5%</td>
<td>1%</td>
</tr>
</tbody>
</table>
**Scenarios: Transit Focused Growth**

Distributes more growth around high capacity transit

### Population & Job Change: 2017 to 2050

<table>
<thead>
<tr>
<th>Geography</th>
<th>Share of Population Growth</th>
<th>Share of Job Growth</th>
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</thead>
<tbody>
<tr>
<td>Metropolitan Cities</td>
<td>38%</td>
<td>44%</td>
</tr>
<tr>
<td>Core Cities</td>
<td>33%</td>
<td>37%</td>
</tr>
<tr>
<td>Transit Communities</td>
<td>17%</td>
<td>12%</td>
</tr>
<tr>
<td>Cities &amp; Towns</td>
<td>6%</td>
<td>4%</td>
</tr>
<tr>
<td>Urban Unincorporated</td>
<td>4%</td>
<td>2%</td>
</tr>
<tr>
<td>Rural</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>
Screening Factors

Short list of measures to evaluate VISION 2050 growth scenarios

- **Mobility.** Delay, transit ridership, mode share
- **Growth Near Transit.** New people and jobs near transit
- **Housing Choice.** Growth at low, medium & high densities
- **Access to Opportunity.** Growth in moderate to high opportunity areas
- **Jobs-Housing Balance.** Ratio by county and subarea
- **Environment.** Greenhouse gas emissions [forthcoming]
## Mobility

<table>
<thead>
<tr>
<th></th>
<th>Stay the Course</th>
<th>Forward from 2017</th>
<th>Dispersed Urban Growth</th>
<th>Transit Focused Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOV Mode Share – All Trips</td>
<td>35%</td>
<td>-</td>
<td>+5%</td>
<td>-5%</td>
</tr>
<tr>
<td>Delay per Person</td>
<td>47</td>
<td>+2%</td>
<td>+12%</td>
<td>-7%</td>
</tr>
<tr>
<td>Annual Transit Boardings</td>
<td>470,000,000</td>
<td>+4%</td>
<td>-6%</td>
<td>+11%</td>
</tr>
<tr>
<td>Delay per Truck</td>
<td>108</td>
<td>+1%</td>
<td>+5%</td>
<td>-4%</td>
</tr>
</tbody>
</table>
## PRELIMINARY Scenario Findings

### Growth Near Transit

<table>
<thead>
<tr>
<th></th>
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<th>Forward from 2017</th>
<th>Dispersed Urban Growth</th>
<th>Transit Focused Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Share of Population Growth</td>
<td>44%</td>
<td>-1%</td>
<td>-22%</td>
<td>+34%</td>
</tr>
<tr>
<td>% Share of Job Growth</td>
<td>60%</td>
<td>-2%</td>
<td>-20%</td>
<td>+21%</td>
</tr>
</tbody>
</table>

### Housing Choice

<table>
<thead>
<tr>
<th></th>
<th>Stay the Course</th>
<th>Forward from 2017</th>
<th>Dispersed Urban Growth</th>
<th>Transit Focused Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Lower Density (single family)</td>
<td>36%</td>
<td>+2%</td>
<td>+19%</td>
<td>-13%</td>
</tr>
<tr>
<td>% Medium (duplex, triplex, low-rise)</td>
<td>16%</td>
<td>-</td>
<td>-1%</td>
<td>+1%</td>
</tr>
<tr>
<td>% High Density (larger apt, condo bldgs)</td>
<td>47%</td>
<td>-1%</td>
<td>-18%</td>
<td>+12%</td>
</tr>
</tbody>
</table>
## Preliminary Scenario Findings

### Access to Opportunity - Population

<table>
<thead>
<tr>
<th>Population</th>
<th>Stay the Course</th>
<th>Forward from 2017</th>
<th>Dispersed Urban Growth</th>
<th>Transit Focused Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Very Low and Low Opportunity</td>
<td>48%</td>
<td>- 4%</td>
<td>- 10%</td>
<td>- 1%</td>
</tr>
<tr>
<td>% Moderate, High and Very High Opportunity</td>
<td>52%</td>
<td>+ 4%</td>
<td>+ 10%</td>
<td>+ 1%</td>
</tr>
</tbody>
</table>

### Access to Opportunity - Employment

<table>
<thead>
<tr>
<th>Employment</th>
<th>Stay the Course</th>
<th>Forward from 2017</th>
<th>Dispersed Urban Growth</th>
<th>Transit Focused Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Very Low and Low Opportunity</td>
<td>47%</td>
<td>- 2%</td>
<td>- 9%</td>
<td>- 2%</td>
</tr>
<tr>
<td>% Moderate, High and Very High Opportunity</td>
<td>53%</td>
<td>+ 2%</td>
<td>+ 9%</td>
<td>+ 2%</td>
</tr>
</tbody>
</table>
## PRELIMINARY Scenario Findings

### Jobs-Housing Balance

<table>
<thead>
<tr>
<th></th>
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<th>Transit Focused Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>King County</td>
<td>1.26</td>
<td>- 6%</td>
<td>- 6%</td>
<td>- 6%</td>
</tr>
<tr>
<td>Kitsap County</td>
<td>0.65</td>
<td>+ 9%</td>
<td>+ 8%</td>
<td>+ 9%</td>
</tr>
<tr>
<td>Pierce County</td>
<td>0.76</td>
<td>- 1%</td>
<td>+ 2%</td>
<td>+ 1%</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>0.77</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
Next Steps

• Continue discussion & development of growth scenarios
  o Additional modeling

• October GMPB and Regional Staff Committee
  o Additional direction from GMPB and review scenarios

• November GMPB – finalize alternatives for environmental review
Thank you

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